

23 DEC 1965

Subject: ECP GR-32, Contract LP-2264

Dear Chuck,

STATINTL This ECP is technically approved by the SPO. Request you grant  formal authority to proceed with this change. ADP has verified that aircraft wiring is not affected by this change.

Our approval is based on these assumptions which were confirmed in conversations between Nat and Phil, 15 December 1965:

a. A new part number will be assigned to the  Test Unit too since its function is to be changed. STAT

b. The new Diode Board Assembly will be subjected to appropriate environmental tests before delivery of  Test Units. STAT

c. A production effectivity point has not been established. However, this change will be a retrofit primarily.

The Contractor should be advised that the costs pertinent to the retrofit effort are applicable to his Services Contract. In addition, the procedures incorporated in Appendix A of Contract CW-6644 shall be observed (i.e., use of the Design Change Notice, etc.). Upon receipt of this approval, the Contractor shall establish production effectivity and advise the SPO, PSO, and Contracting Officer.

Regards,

*George*

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STATINTL

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(4 pages)

15 NOV 1965

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<b>GA - 531</b>		ENGINEERING STUDY <input type="checkbox"/> CHANGE PROPOSAL <input checked="" type="checkbox"/>	<b>GR- 32</b>							
DATE 10-19-65		AFFECTS: GA531A SLR System								
NAME OF MAJOR COMPONENT <input type="checkbox"/> Test Unit	PART OR LOWEST SUBASSEMBLY Diode Board <input type="checkbox"/> Test Unit		PART NO. MODEL OR TYPE 531A600-009-101 (New part # to be assigned)							
TITLE OF PROPOSAL: BIT Indication Retention on <input type="checkbox"/> Test Unit.										
NATURE OF PROPOSAL: Redesign and replace the 531A600-009 Diode Board Ass'y with a new Diode Board Assembly.  Add a new 10J2 Connector to provide for additional circuit wiring.										
REASON FOR PROPOSAL: To maintain an indication of BIT results on the <input type="checkbox"/> Test Unit indicators. The present system provides the BIT result display on the <input type="checkbox"/> Test Unit Indicators for a period of approximately 80 seconds for a GO and 30 seconds for a NO-GO. This short display period presents an RSO problem in that close observation is required for a visual BIT readout that can be missed.  The proposed BIT indication system results in an indication that persists until the RSO manually clears the indicators by activating a switch.										
<b>ES</b>	ESTIMATED COST AND TIME INVOLVED:									
	ADDITIONAL FUNDING REQUIRED:									
<b>CP</b>	ESTIMATED COST FOR KITS OR PARTS:									
	ADDITIONAL FUNDING REQUIRED: \$43,434.33 (includes \$5,516.99 Eng. cost)									
ITEMS AFFECTED BY PROPOSAL: Production units 9 thru 31.										
SAFETY <input type="checkbox"/>	MISSION EFFEC- TIVENESS <input checked="" type="checkbox"/>	PERFORM- ANCE <input type="checkbox"/>	OPERATING PROCEDURE <input checked="" type="checkbox"/>	INTER- CHANGE- ABILITY <input type="checkbox"/>	WEIGHT OR WEIGHT AND BALANCE <input type="checkbox"/>	TOOLS AND SUPPORT EQUIPMENT <input type="checkbox"/>	MAINTENANCE PROCEDURE <input type="checkbox"/>	SERVICE LIFE <input type="checkbox"/>	FLIGHT MANUAL <input checked="" type="checkbox"/>	MAINTENANCE MANUAL <input checked="" type="checkbox"/>
ESTIMATED MAN HOURS REQUIRED TO ACCOMPLISH CHANGE IN FIELD: 2 hr installation per unit 4 hr checkout per unit.										
SOURCE OF PARTS FOR KIT: GR						AVAILABILITY 10 WEEKS AFTER APPROVAL				
DISPOSITION OF SPARES AFFECTED: New Spares required. PPB will be revised by change notice to PS0.										
INI <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>										

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